

# GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

## TECHNICAL TRANSPORTATION COMMITTEE

### MEETING MINUTES

OCTOBER 19, 2005

#### MEMBERS PRESENT

Jon Fricker	JTRP
Sallie Fahey	APC
Opal Kuhl	Tippecanoe County Highway Director
Mick Brinkerhoff	INDOT: Crawfordsville District - Development
Jim Knapp	Purdue University Airport
Jenny Bonner	Lafayette City Engineer
Marty Sennett	GLPTC
Capt. Rick Walker	Tippecanoe County Sheriff Department
John Walker	West Lafayette Police Department
Jeromy Grenard	West Lafayette City Engineers Office

#### NON-VOTING MEMBERS

Dana Smith	Lafayette-West Lafayette Chamber of Commerce
Thomas VanHorn	Lafayette Redevelopment Commission

#### ALSO PRESENT

Doug Poad	APC
Brian Weber	APC
Toss Shields	INDOT: Crawfordsville – Permits
David Whitworth	INDOT
Austin Milton	Purdue University Student
Ken Cave	Lauth Construction
Steve Hardesty	Hawkins Environmental

Jon Fricker called the meeting to order at 2:00 p.m.

#### **A. MINUTES**

Opal Kuhl moved to approve the minutes of the September 21, 2005 meeting. Marty Sennett seconded and the motion carried by voice vote

#### **B. ACCESS PERMITS**

Mick Brinkerhoff stated that there were no new permits but did receive a set of plans for the US 52 and Klondike Road intersection along with plans for the Creasy Lane improvements at SR 26.

Sallie Fahey asked about the Speedway permit.

Mick Brinkerhoff explained that after several attempts, he has not been able to contact them.

Sallie Fahey brought up the Verizon cases on SR 28 and also the Monitor Hill Subdivisions on SR 26 E & 850E that will be heard at the Area Plan Commission meeting that night. She stated that the Verizon case is about an existing tower and they are going through an approval process that would allow additional co-locations. She went on to say that there is an existing driveway at that location but that there may not be enough additional land use which would necessitate improving the driveway. She stated that the bigger issue is the Monitor Hill Subdivisions which are 3 separate parts to become 1 development. She further stated that Part 1 has a common driveway to serve all 4 lots, Part 2 has 4 lots with a common easement and Part 3 also is 4 lots with a common driveway. She stated that the APC staff is recommending approval but one of the conditions is that the owners have to get access approval from the Indiana Department of Highways and she has some concern about Part 1 because it is so close to the existing access.

Opal Kuhl said that the traffic count on 850E is less than 850 vehicles per day.

Sallie reiterated that should the plats get approval, it does not mean that the access points are also approved.

## **C: STUDY PROGRESS**

Doug Poad stated that on the INDOT website, there is a current list of INSTIP projects. He went on to say that in some instances he noted the differences between the State calculations and those of the APC for purposes of prioritization and forwarded those to INDOT for review. He mentioned that he went through all the tables and data for the 2000 Flash Data Report but noted that there were questions concerning several intersections that in the data do not seem to be correct when comparing it to the data from the last 5 years. He also stated that the staff is still receiving comments on the Thoroughfare Plan and that there will be another review meeting Monday, October 24<sup>th</sup>. He went on to say that the Annual Completion Report is finished and he has drafted the annual self-certification document. He further stated that he also completed the TIP amendment for Tapawingo Extension that will be presented to the Area Plan Commission at their regular meeting tonight for adoption. He stated he is also keeping track of the INDOT 10 Year Plan while noting that all the Country projects did make the list but that there was a question regarding the bridge on US 52 over the Norfolk-Southern Railroad tracks. It appears that project has been pulled into bridge funding.

### **1. 2030 Transportation Plan**

Doug Poad mentioned that he is working on developing the Long Range Housing Forecast. The Employment Forecast is already developed and he anticipates the 2030 employment to rise to 120,000. Staff is plotting where those new jobs will be located. He stated that he will present those numbers next month. He mentioned that he will be moving to the 2030 Transportation Plan forecast and running scenarios where there are no improvements, and seeing how bad things really will be, while also running an Existing Plus Committed scenario which adds in the current projects. He also stated that he put a map together showing the current proposed projects for the TIP and Long Range Transportation Plans, highlighting the projects that will be started in the next 10-20 years, and that there are several big projects programmed and committed but still have no start dates.

Jenny Bonner asked what the time frame on committed means when you are talking about 2030 Transportation Plan.

Doug Poad responded that those are projects already in the TIP.

Marty Sennett asked what the time frame was for the Cumberland Extension.

Doug Poad responded about 6-8 years.

Dave Whitworth asked whether US 231 and north of US 52 was included on the list.

Doug Poad responded that it was.

Opal Kuhlasked about River Road to SR 26.

Jim Knapp suggested that the funding be earmarked for the 1<sup>st</sup> phase of the Purdue ring road.

Sallie Fahey urged that the committee estimate how long it would take to complete the entire project and then insert what realistically can be completed in the 2030 time frame.

Jim Knapp questioned whether the Cherry Lane extension should be included.

Doug Poad said that it was too early to tell with the other projects in the works.

The consensus is that the map presented by Doug Poad is the first phase of the Purdue Ring Road and also that there is a developer working on a small section of Park East Boulevard between SR 38 and 200 N, which should only take a short time to complete.

## **2. Enhancement Grants**

Doug Poad stated that the applications for Enhancement Funds are due by January 31, 2006. He further stated the biggest change is that in each of the questions there is a percentage, and that is how much each question weights for the entire application. He went on to say that the higher percentage questions require more detailed information for the committee to evaluate. He also mentioned that at the Citizen's Participation Committee meeting (CPC), improvements to the 2030 Plan, outside road widening, were discussed. He stated the focus was: 1. converting rural roads to urban cross-sections, using some federal funding: 2. trails, sidewalks, bicycle lanes and paths: 3. development of US 52W, west of West Lafayette: 4. environmental justice, referring to low-income neighborhoods, and 4. stretching federal funding.

### **D. OTHER BUSINESS**

Marty Sennett stated that at the next City Bus Board Meeting, he was requesting approval of the 2006 TIP amendment and felt confident it would pass

Steve Hardesty brought up the issue of the access permit for the Pavilions on the SR 26 and Creasy Lane intersection. He further stated that the plans for the SR 26 & Creasy project have been submitted to INDOT and requested input from the committee with regard to those plans. He stated there were double entrances on the SW, N & E legs but that the east leg has been recently modified, proposing to take out the wall and replace it with a double exit lane, leaving room for a left turn lane into the Chinese restaurant and International Sports Club and signage limiting trucks to the left lane only. He further stated he hoped to accomplish this with the existing pavement but narrowing the through lanes to 11'. He went on to say, he proposed to shorten the turn lane on the west leg and alter the drainage and to leave the island in place to discourage U-turns. He concluded by saying there would be some island markings as a deterrent.

Sallie Fahey stated that the overall design plan was well done but she feels there is no need for a right out drive on SR 26 for this development and sees it as making it more difficult for the through traffic and right-turners onto Creasy Lane.

Steve Hardesty stated the overall plan to phase in the separate entrances and that phase 2 would have truck entrances. He also stated it would be adding one traffic signal on Creasy and one on 26, having 3 entrances on Creasy with 2 signals. He went on to say this was based on the Traffic Impact Study and he was leaving the final outcome to the judgment of others.

Sallie Fahey stated the field drive on SR 26 may present a legal issue if that field drive was used for the construction of SR 26 and should have previously been closed. She expressed that her concern was converting field entrances to commercial driveways and the need to be more cautious.

Mick Brinkerhoff believes it was stated that many field drives were planned to be used as driveways but the many accesses were not based on any particular plan with regards to the future and the best that can be accomplished is to manage the entrances that have been designated. He went on to say that many of the accesses have been moved or changed but that people purchase property with accesses and are resistant to changing or closing those driveways.

Sallie Fahey then stated she does not like converting field accesses to major commercial entrances.

Mick Brinkerhoff concurred and went on to say there were many places where there should not be commercial entrances and that the Howard Johnson entrance was originally a field access.

Steve Hardesty stated that although the entrances and exits have been discussed at these meetings many times, INDOT has not indicated to the developer where the entrances and exits are to be located, indicating that they are comfortable with the proposals this committee has made.

Sallie Fahey indicated the questions and concerns she still has were definitely discussed at the Tech meetings last spring.

Steve Hardesty stated that we are looking at things as they are now rather than how it will be when the new lanes are added, giving the intersection more capacity.

Dana Smith asked if there was provision for coordinating the back-up on Creasy.

Steve Hardesty replied that there is a contract to install radio equipment at all traffic signals on Creasy from Union Street to Amelia to interconnect those signals to the new signal going in at Fortune Drive so that all signals will be operating in a coordinated fashion.

Dana Smith asked if there was a proposal for speed reduction on SR 26

Steve Hardesty responded there was not at this time.

Sallie Fahey stated she believed the lights on SR 26 had been retimed.

Steve Hardesty stated that they were done as far as the Corridor Setting and timed to get the best production beginning with the posted speed limit but the fact that the signals are so closely spaced and the amount of congestion, they are prohibited from achieving the speed limit, thus producing lowered speeds.

Dana Smith stated that as traffic increases, more people will want to locate in that area.

Steve Hardesty concurred and went on to say there is already a plan in place for that eventual occurrence and that is part of the Corridor Study. He went on to say that the permit to move the entrance to The Pavilions has been applied for and will become part of the construction plans for SR 26 and Creasy Lane, rolling the construction plans into this project. He also stated there would be 2 permits and they would be constructed together.

Opal Kuhn moved to approve the design, as presented, of the SR 26 and Creasy Lane intersection. Rick Walker seconded and the motion carried by voice vote.

#### **E. Adjournment**

Rick Walker moved to adjourn. Jenny Bonner seconded and the motion carried by voice vote.

The meeting adjourned at 3:10pm.



Sallie Dell Fahey  
Secretary